

UNITED STATES OF AMERICA  
 NATIONAL TRANSPORTATION SAFETY BOARD  
 OFFICE OF ADMINISTRATIVE LAW JUDGES

\* \* \* \* \*

Investigation of:

NEW DELHI EXPRESS

\*

\*

\* Docket No.: DCA-06-MF-013

\*

\*

\*

\* \* \* \* \*

Interview of: CAPTAIN SUDHIR AGRAWAL

Bayonne, New Jersey

Saturday,  
 April 15, 2006

The above-captioned matter convened, pursuant to  
 notice.

BEFORE: ROB JONES

## APPEARANCES:

ROB JONES  
National Transportation Safety Board

LIEUTENANT CHARLES COBB  
United States Coast Guard

STEVE SILER  
United States Coast Guard

DAVID KRAMMER  
Seaspan

I N D E X

| <u>ITEM</u>                         | <u>PAGE</u> |
|-------------------------------------|-------------|
| Interview of Captain Sudhir Agrawal |             |
| By Rob Jones                        | 4           |
| By Lt. Charles Cobb                 | 18          |
| By Rob Jones                        | 22          |

## I N T E R V I E W

MR. JONES: My name is Rob Jones with the National Transportation Safety Board. We're here today to investigate the accident, the New Delhi Express, and we're interviewing the Master of the vessel, Captain Sudhir --

CAPTAIN AGRAWAL: Agrawal.

MR. JONES: Agrawal, and we'll get the spelling for that. With us is Lieutenant Cobb representing the U.S. Coast Guard, and Steve Siler (ph.) with the U.S. Coast Guard and --

MR. KRAMMER: David Krammer (ph.) --

MR. JONES: David --

MR. KRAMMER: From Seaspan.

MR. JONES: From Seaspian. Captain, I'd like to just let you know that you are entitled to representation before we proceed and do you have representation with you?

CAPTAIN AGRAWAL: This is Michael --

MR. JONES: Okay.

Okay. And before we start off, I'd just like to get some background information on you.

CAPTAIN AGRAWAL: Okay.

## INTERVIEW OF CAPTAIN SUDHIR AGRAWAL

BY MR. JONES:

Q. Where did you receive your training and your license?

A. I received my training on the training ship TS Rajendra that was in Bombay from 1974 to 1976.

1 Q. Okay.

2 A. And subsequent to that I joined the Scindia Steam  
3 Navigation Company and then --

4 Q. Can you -- I'm sorry, with the air and you're  
5 speaking a little low. Can you speak up a little louder?

6 A. Okay. I did my training on the TS Rajendra, the  
7 training ship Rajendra at Bombay Harbor and from 1974 to 1976.  
8 From 1976 onwards I was a cadet with the Scindia Steam  
9 Navigation Company, Bombay, and I received my licenses from  
10 India, all of my licenses starting from Second Mates to Chief  
11 Mate to Masters. I got my Masters at the beginning of 1986, or  
12 '85 and if I went it was given in 1986, and I hold the Hong  
13 Kong Flag endorsement for the flag state.

14 Q. Okay. And have you been Sailing Master all that time  
15 since --

16 A. No.

17 Q. -- '85?

18 A. No. No, I have not been Sailing Master since then,  
19 but my actual, from the time I became Master in 1994 I became a  
20 Master.

21 Q. And how long have you been with this company?

22 A. It's almost three years.

23 Q. Three years?

24 A. Yes.

25 UNIDENTIFIED MALE: Can I just interrupt a second?

1 This company used to be CP, recently taking over --

2 MR. JONES: Okay.

3 UNIDENTIFIED MALE: -- other interests.

4 MR. JONES: Okay.

5 UNIDENTIFIED MALE: That's the --

6 MR. JONES: Okay. Let me just pause it here for --

7 (Off the record.)

8 (On the record.)

9 MR. JONES: All right. Continue with the interview.

10 BY MR. JONES:

11 Q. All right. So, three years with this company under  
12 its previous name as CP and --

13 A. No. This company has been Seaspan. I've been  
14 working for Seaspan --

15 Q. Oh, Seaspan.

16 A. -- Department 3. This ship is chartered to CP Ships.

17 Q. Okay.

18 A. Which has gone to -- That's a different issue, but I  
19 still work for Seaspan.

20 Q. Okay.

21 A. And then before this there was some CSC named ships  
22 which were chartered from CSC, and that's China Shipping Lines --

23 Q. Right.

24 A. Under Seaspan. All the time -- all this time it has  
25 been Seaspan.

1 Q. Okay. All right. And have you been into this harbor  
2 before, Captain?

3 A. Yes. I have been a couple of times before on one of  
4 the Seaspan vessels under the name CSC Odalian (ph.) and the  
5 same under the Bayonne Bridge, going to the same terminal.

6 Q. Can you estimate how many times through that you've  
7 gone the same route that you took during the day of the  
8 accident?

9 A. On the CSC Odalian I have been twice, at least. It  
10 may have been three times. I do not recall that. On this  
11 ship, this is the fourth time since delivery. I took delivery  
12 of this vessel.

13 Q. Okay.

14 A. And this is the fourth time that I have crossed the  
15 Bayonne Bridge.

16 Q. So --

17 A. That's inbound.

18 Q. So, approximately half a dozen times --

19 A. Yes, that's right.

20 Q. -- and as Master?

21 A. As Master, yes.

22 Q. Okay. All right. What I'd like to ask you to do,  
23 Captain, is just take us, and if you have log books, you can  
24 reference them, but if -- just a generalization of when you  
25 took arrival that morning.

1           A.    Okay.

2           Q.    When the Sandy Hook Pilot came aboard, then the  
3   Docking Master, and just run through that and then up to the  
4   accident.

5           A.    Okay.  Let's start with the 14th of April.  I'll give  
6   you the details.  You already have these details with you in  
7   that log book.

8           Q.    Okay.

9           A.    I had them put it down so you can extract from the  
10  log book.

11          Q.    All right.  Just in your words --

12          A.    Yes.

13          Q.    -- it doesn't have to be verbatim.

14          A.    Okay.  So, we did our control assessing as per C.F.R.  
15  U.S. Coast Guard requirements on the 14th of April, at 1300 to  
16  1350.  We did the whole test.  We stopped the vessel.  We did  
17  the stern movements and engine control, steering gear, and  
18  everything else.

19          Q.    Okay.

20          A.    Then we picked up the Sandy Hook Pilot at 0210 on the  
21  15th of April off Ambrose Light, that's where the pilot station  
22  is, pilot go to station --

23          Q.    Okay.

24          A.    -- at 0210 on the 15th of April, now, all these  
25  signings are for the 15th of April.  On the same day at 0342 we



1 had Docking Pilot Captain J. Bates onboard, and Dock Pilot had  
2 the con at approximately 0345. Then we had the docks coming in  
3 at 0405. That was the first dock that we had which was passed  
4 on the starboard side forward bay 17, 1-7.

5 Q. Okay.

6 A. So -- and we still had the Sandy Hook Pilot Captain  
7 Mr. Naples on board. It was Naples or Naples, spelling I do  
8 not -- I'm not sure about.

9 Q. Okay.

10 A. Okay? And then we started coming into the Kill Van  
11 Kull. That was this section, yes, this -- here, and just  
12 before the bridge we had a sudden drop in the visibility. It  
13 was almost zero. Then it lifted for a while. It was just  
14 under the -- when we are approaching the bridge. The bridge  
15 could be seen. The -- went away, could see the bridge and  
16 again we lost it and it became zero again. Okay. And at this  
17 point of time my air draft was 142; 142 was my air draft and  
18 the pilot gave a hard port. He couldn't see anything at that  
19 point in time. He couldn't see anything. And he rushed -- the  
20 Sandy Hook Pilot rushed to the starboard side and the red buoy  
21 is very close and that is -- and we started turning the boat.  
22 We gave our engine movement. We started turning to port, hard  
23 port he gave, and then subsequent to that he gave a hard  
24 starboard to bring her back and we started listing pretty  
25 heavily to starboard at that point in time and then we stopped

1 a couple of minutes. We listed to almost ten degree  
2 subsequently. It began with a small five degree then it became  
3 ten degree and then we had emergency stations and we started  
4 transferring ballast to try to right her. -- was not for the  
5 possibility of a -- because the -- had informed me that the  
6 three or four starboard fueler tank was filling up pretty  
7 rapidly. And -- call number four starboard tank at that time  
8 was unpumpable fueler at that time. Which -- ordered the  
9 soundings to be approximately two cubic meters in the tank, and  
10 I reported the Coast Guard and I reported the owners and told  
11 the owners who informed the rest of the people -- and  
12 everything else. I in the meantime was just taking the actions  
13 to try to right the ship. I -- some of the times. So --

14 Q. Okay. Okay. This is Rob Jones again. I'll start  
15 asking a few questions just to kind of follow up with you  
16 Captain. Okay. The -- how did the Docking Pilot get aboard?

17 A. He came aboard on a tug.

18 Q. On a tug?

19 A. Yes.

20 Q. Did they come up pilot ladder or --

21 A. They came on the pilot ladder.

22 Q. Not a straight ladder?

23 A. The pilot ladder.

24 Q. Pilot ladder?

25 A. Yes.

1 Q. Okay. And you witnessed the change of the con so to  
2 speak from the Sandy Hook Pilot to the Docking Pilot?

3 A. Yes. Yes.

4 Q. So, you were sure at that time who had the con?

5 A. That's right.

6 Q. Okay. Did -- do you -- oh, we can go back on the  
7 chart, but, 0345, I don't know if that was plotted on your --  
8 okay. So, that's back, a little bit east of the Bergen Point  
9 East Reach. Okay. And when the Docking Master took over, he  
10 had okay visibility?

11 A. Yeah.

12 Q. Or could you estimate the visibility?

13 A. Yeah, we could see all the lights, all the -- and --

14 Q. You could see the Bayonne Bridge at the time?

15 A. No, we could not. We were much ahead, you know. We  
16 started turning later on.

17 Q. Okay. Okay.

18 A. Yeah.

19 Q. Could you estimate about where you were when you lost  
20 visibility with the Bayonne Bridge?

21 A. I would say about a mile, a mile and a half before  
22 the Bayonne Bridge.

23 Q. Okay.

24 A. Approximately.

25 Q. All right. That's approximate. That's fine. Now,

1 where were you standing --

2 A. I was standing on the starboard side of the radar,  
3 next to the radar, besides the radar is also the --.

4 Q. Okay.

5 A. Yeah.

6 Q. Did you have any indication to where the ship was  
7 headed? Were you comfortable with the ship being navigated  
8 through the kill at that point?

9 A. Yeah, she was in the shallow at that time, yes.

10 Q. Okay.

11 A. Yes.

12 Q. Did you realize at any point that something was  
13 different? That something might have been going wrong?

14 A. Well, we were trying to spot the buoy but when it  
15 start -- visibility suddenly became too bad, then we just  
16 couldn't spot the buoy and we were not able to get a very good  
17 fix on the radar at that time.

18 Q. Right.

19 A. So, the only thing is we just fixed a GPS position at  
20 that time and went from there.

21 Q. Okay. Did you --

22 A. By that time when this happened, the Pilot ran on the  
23 starboard side --

24 Q. Okay.

25 A. -- and -- the Pilot.

1 Q. Could you ever see that 14 buoy?

2 A. I didn't see it myself.

3 Q. Okay.

4 A. But the Sandy Hook Pilot came in and said okay, it  
5 was too close to starboard side.

6 Q. Now, yeah, just to clarify, that was as it was going  
7 by.

8 A. Yes.

9 Q. Could you see it ahead at all or could anybody -- did  
10 anybody mention that they could see it ahead before you passed  
11 the bridge?

12 A. Before we passed the bridge?

13 Q. Before you passed the Bayonne Bridge --

14 A. No.

15 Q. -- could you see the 14?

16 A. No.

17 Q. Okay.

18 A. Nobody reported any.

19 Q. Could you see it on radar?

20 A. No.

21 Q. Do you remember --

22 A. You couldn't see it on radar.

23 Q. Okay.

24 A. No.

25 Q. All right. What was your ship speed at about that

1 time?

2 A. I think it was approximately five plus, five plus  
3 knots. Just about 0.5 knots, yeah.

4 Q. Okay.

5 A. Yeah.

6 Q. Do you know what bell you were on at the time? Slow  
7 ahead, dead slow?

8 A. We were at dead slow at that time. We were not  
9 doing -- dead slow as far as I recall. That's what I recall,  
10 sir.

11 Q. Okay. And at this point you said you were about  
12 starboard radar?

13 A. Yes, I was starboard.

14 Q. Okay. Is that your ten centimeter or --

15 A. Yeah, yeah, ten centimeter.

16 Q. Starboard is ten --

17 A. Yeah.

18 Q. -- and the port is a three?

19 A. Yeah.

20 Q. Okay.

21 A. That's right.

22 Q. And Helmsman at the wheel?

23 A. Helmsman the wheel, Second Mate at the telegraph --

24 Q. Okay.

25 A. -- and at the, on the -- once we got the clearances.

1 Q. Okay.

2 A. And --

3 Q. So, the Docking Master was giving any telegraph  
4 orders to the Second Mate?

5 A. Yes.

6 Q. And any rudder orders to the Helmsman?

7 A. That's right.

8 Q. Okay. Do you remember what the last course he had  
9 given, the Docking Master?

10 A. See, when you are entering the channel at that time,  
11 you don't really go particular heading, you say okay, 269, or  
12 270, so to port 5, to starboard 5, that's what I recall then.

13 Q. Okay.

14 A. You just try to position the vessel.

15 Q. So, you're steering with a rudder?

16 A. Yeah. We're steering the rudder.

17 Q. Okay.

18 A. Yeah.

19 Q. And the Docking Master, was he looking at the radar?

20 A. Yes, he was also looking at the radar. He was also  
21 in a symmetrical position on the port side.

22 Q. Okay. At the time that you passed under the bridge?

23 A. Yes.

24 Q. So, he's in the port radar, the Sandy Hook Pilot is  
25 at the starboard radar?

1           A.    No, Sandy Hook Pilot was close to him.  It was just  
2 next to him.

3           Q.    But over on the port side.

4           A.    Over on the port side.

5           Q.    And you're in the starboard radar.

6           A.    I was in the starboard --

7           Q.    Okay.

8           A.    -- that's right.

9           Q.    And, Captain, when -- at the first point that you  
10 felt the vessel start to go aground --

11          A.    Um-hum.

12          Q.    -- was it very noticeable to you?

13          A.    See, the first point I noticed was the ship started  
14 listing --

15               MR. THOMPSON:  Excuse me.

16               CAPTAIN AGRAWAL:  -- nothing --

17               MR. THOMPSON:  Excuse me, Mr. Jones, this is Mike --.  
18 Captain, you need to let Mr. Jones --

19               (Off the record.)

20               (On the record.)

21               MR. JONES:  Okay.  We're back on with the interview.

22               CAPTAIN AGRAWAL:  Can you give me the last question  
23 again?

24               BY MR. JONES:

25          Q.    I think I had asked what was your first indication



1 when the vessel hit bottom? You just -- could you feel it hit?  
2 Did you know for sure you hit bottom? Did the vessel stop  
3 immediately?

4 A. Okay. See, like I said, I did not -- the first  
5 indication I had something was going wrong was when she started  
6 listing to starboard. So, I didn't really feel anything that  
7 she hit something or grounded somewhere at that time, but she  
8 started heeling and heeling pretty fast and my whole  
9 concentration went on that why she's heeling and there after a  
10 couple of minutes or maybe just very shortly after she stopped  
11 at -- we stopped the engines and she stopped and she just kept  
12 listing when -- we stopped.

13 Q. Okay.

14 A. Okay.

15 Q. Was this after the hard port rudder?

16 A. Yes.

17 Q. Okay.

18 A. After the hard port and when she started the -- was  
19 given to hard starboard thereafter.

20 Q. Okay.

21 A. Yes, that's right.

22 Q. All right. That's all I have for right now, Captain.

23 LT. COBB: This is Lieutenant Cobb with the Coast  
24 Guard Sector in New York.

25 UNIDENTIFIED MALE: Lieutenant Cobb.

1 LT. COBB: Cobb.

2 (Off the record.)

3 (On the record.)

4 LT. COBB: This is Lieutenant Cobb with the Coast  
5 Guard Sector in New York.

6 BY LT. COBB:

7 Q. Captain, I just missed a little bit of the  
8 maneuvering as you were coming up towards the bridge. Could  
9 you go over that again? Some of the -- before you got to the  
10 bridge and were in the fog, the courses that you were steering  
11 and, I mean, if you can start where you -- just prior to you  
12 losing the visibility of the bridge.

13 A. You see like I told Captain Jones, when you're in a  
14 narrow channel like this, what happened and what really is done  
15 is that okay, you give a L to port. You go by rudder and then  
16 okay the pilot says steady. At that point of time the Helmsman  
17 says, okay, course is so much and we are steady on this. So, I  
18 do not recall what courses were there but we were in the  
19 channel.

20 Q. Okay.

21 A. So, then again you give hard starboard five or  
22 starboard ten again starboard because it's a little, you know,  
23 baby channel.

24 Q. Um-hum.

25 A. It's not a straight channel. So, that's how it went.

1 Q. Okay. You mentioned that there was a hard starboard  
2 command given and that --

3 A. Yes. One hard port command was given when all this  
4 thing happened about okay, we see a red buoy close by.

5 Q. Okay. There was --

6 A. Then a hard port was given and then subsequent to  
7 that a hard starboard was given. That is the time I started  
8 sensing that she's -- has a -- leaning to -- tending to list to  
9 starboard and then she listed four degrees, five degrees, to  
10 ten degrees. Then I got a report from the engine room stating  
11 that we are filling in number four fueler tank starboard.

12 Q. Now, that sequence of commands --

13 A. Um-hum.

14 Q. -- in relationship to the bridge, do you know where  
15 that sequence of commands --

16 A. I don't recall but it was very close to the bridge,  
17 very, very close. It would be just there and I don't exactly,  
18 I mean, get into records -- records.

19 Q. And at this particular time the -- I believe you said  
20 the Docking Pilot was the one issuing the commands?

21 A. That's right. That's right. Like I said, we had  
22 a -- the air draft of 142 foot.

23 Q. Um-hum.

24 A. It's 138 here and 151 at that same --. Our draft was  
25 11.34 or 11.904 over this whole photograph.

1 Q. And then you -- after passing the bridge, the hard  
2 starboard then the hard -- or the hard port and then the hard  
3 starboard command and then you said you -- the engines were  
4 shut down and then you came to a rest?

5 A. We were still moving at that time. While we were  
6 listing we were still moving.

7 Q. Okay.

8 A. And then 420 they made -- to stop and that's the time  
9 I felt that we have touched.

10 Q. The engines were directed to be stopped?

11 A. Yes. It was in dead slow and stop --

12 Q. Okay.

13 A. -- stop.

14 Q. Who gave that command?

15 A. The pilot gave and I --

16 Q. Okay. Do you know where you came to the stop  
17 approximately?

18 A. We have a position here somewhere --

19 Q. So, this is pretty accurate to where you came to a --

20 A. Yes.

21 Q. -- to the stop?

22 A. Yes.

23 Q. Now, did you come to stop because touching the bottom  
24 or did you --

25 A. Yeah, I sensed she touched the bottom because she was

1 heeling also so we had to stop the engines anyway.

2 Q. Okay.

3 A. Because she's filling up so fast that I can't be  
4 moving at a speed, you know, at that time. And the Third Mate  
5 reported from after that there's a green buoy passing very  
6 close to the port quarter.

7 Q. Okay.

8 A. Okay.

9 Q. And the --

10 A. -- there a buoy on the starboard side so we found a  
11 green buoy passing very close to the starboard side.

12 Q. Now, do you -- there's two buoys right here.

13 There's --

14 A. Right.

15 Q. -- the green E-buoy in the center of the channel and  
16 then the 15 Buoy.

17 A. That's right. So, he saw a buoy. He does -- the  
18 green buoy passing on the port quarter.

19 Q. Okay.

20 A. And then the Pilot asks me, Captain, can you see a  
21 buoy on the starboard side. So I saw a buoy passing very close  
22 to the starboard side, that's a green buoy.

23 Q. When was the -- do you know what -- or, let me back  
24 up. The radar error on your radar assist?

25 A. It's .4 or .5 --

1 Q. And that's on the three centimeter?

2 A. Oh, I'm sorry, sorry. What are you talking --

3 Q. Radar error, is there --

4 A. No, radar error was not, the gyro error I'm talking.

5 Q. You got gyro error.

6 A. Yeah. So, there was no radar error.

7 Q. There is no radar error?

8 A. No radar error.

9 Q. Okay. So, and the gyro was?

10 A. .5

11 Q. .5.

12 A. .5, yes.

13 Q. Which direction?

14 A. High. High.

15 Q. Okay.

16 LT. COBB: And that's all I have right now. I just  
17 had a couple of real quick questions there.

18 MR. JONES: Okay.

19 BY MR. JONES:

20 Q. Actually, this is Rob Jones again, Lieutenant Cobb  
21 got one of my questions with the gyro error. Was it east or  
22 west?

23 A. No, high is -- is high means you have to subtract  
24 that. On gyro it is high and low.

25 Q. Okay.

1           A.    Yeah.  So you have to use that to get the gyro.

2   That --

3           Q.    All right.

4           A.    --.

5           Q.    Did the Pilots, either Sandy Hook or the Docking  
6   Master make any mention to you about any problems with your  
7   gyro?

8           A.    Nothing.

9           Q.    Okay.  Any problems with the radar?

10          A.    Nothing.

11          Q.    Any comments at all about the ship's equipment --

12          A.    Nothing.

13          Q.    -- as they were under -- en route?

14          A.    Nothing.  Nothing at all.

15          Q.    Okay.  Captain, when you feel you came to rest,  
16   the -- what heading was the ship on at this position, that 0422  
17   position?  What was the heading of the vessel?

18          A.    I don't remember that heading.  I have the records  
19   here.

20          Q.    Okay.  We can look at the records then.  Okay.  To  
21   the west, to the north, just any cardinal point?

22          A.    I think --

23          Q.    Just not exactly --

24          A.    -- it was to the south of west, the heading.

25          Q.    Okay.  South of west.

1 A. Yeah --

2 Q. 245-ish? Okay.

3 A. South of west.

4 Q. Okay. As you approached the Bayonne Bridge --

5 A. Um-hum.

6 Q. -- and the visibility reduced --

7 A. Um-hum.

8 Q. -- and the Sandy Hook Pilot was -- what was he doing  
9 along -- even though you mentioned the Docking Master was at  
10 the con, what was the Sandy Hook Pilot doing in relation to the  
11 event?

12 A. He was --

13 Q. Besides --

14 A. -- every talking once in a while but what they were  
15 talking was out of my ear, hearing.

16 Q. Yeah.

17 A. Yes.

18 Q. Was he giving any advice, distance off, speed,  
19 anything with relation to the radar?

20 A. Yeah, I think he was helping him out but like I said,  
21 I don't recall exactly what he said.

22 Q. Okay.

23 A. He was saying general impressions.

24 Q. Did you feel they were working together or was it  
25 really just the Docking Master that had the control and the con



1 of the vessel?

2 A. The Docking Master had the control and he was not, I  
3 mean, that kind of -- there was -- okay, you got this or you  
4 got that.

5 Q. Okay.

6 A. --. The Docking Master had it.

7 Q. All right. Captain, I don't have anything else right  
8 now. What I'd like to do is --

9 MR. JONES: If Lieutenant Cobb doesn't have  
10 anything --

11 LT. COBB: No.

12 BY MR. JONES:

13 Q. I'll give him the offer just to come in at the end  
14 here if he does think of something, but for the time being,  
15 what we like to do at the end of an interview like this is give  
16 the interviewee their opportunity to, if there's anything they  
17 thought of through the course of the event that could have been  
18 done differently.

19 A. No, what I mean is, okay, what I forgot or what --

20 Q. Well, if you've got something to add right now or  
21 just as a recommendation. If there's something that speaks to  
22 you early on here in this -- in the course of this event that  
23 you might have seen differently now that could have helped this  
24 from occurring, we give you that opportunity to say something.

25 A. No, I don't think so. I think I, I mean, I'm not

1 saying it just because of, you know, I was the Master there,  
2 but I don't think anything different could have been done at  
3 that point.

4 Q. Okay. All right.

5 MR. JONES: Lieutenant Cobb?

6 LT. COBB: No, I have nothing else.

7 MR. JONES: All right, Captain, that's all. That's  
8 all I have from you.

9 CAPTAIN AGRAWAL: Can I -- okay.

10 (Whereupon, the interview in the above-entitled  
11 matter was concluded.)

12

13

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:                      Investigation of New Delhi Express  
   Interview of Captain Sudhir Agrawal

DOCKET NUMBER:                      DCA-06-MF-013

PLACE:                                      Bayonne, New Jersey

DATE:                                        April 15, 2006

was held according to the record, and that this is the  
original, complete, true and accurate transcript which has been  
compared to the recording accomplished at the hearing.

\_\_\_\_\_  
Mary Anne Jones  
Transcriber